2.4 EXISTING ROADWAY SYSTEM

This chapter describes the existing roadway system in the study area. Study area roadways include segments (or entire lengths) of state highways, arterials, and major collectors not on the state system. Minor collector and local streets are not analyzed in this study. Figure 2-10 shows the existing roadway network in the study area, and identifies roadways that will be included in the base (2005) Statewide Travel Demand Model network that is under development as part of the Statewide Framework effort.

2.4.1 State Highway System

Table 2.9 lists information about state highways in the study area. Additional traffic volume information by study area roadway segment is provided in Section 2.4.4. Each state highway listed in Table 2.9 is subsequently described.

Table 2.9 Study Area State Highways

Route	Approximate Milepost Limits in Study Area	Average Daily Traffic	Range of Percent Trucks
I-10	200–230	42,000–42,800	26%-31%
US 60	195–286	3,000–40,000	2%-9%
US 70	252–255	8,000	2%
SR 77	90–171	1,500–12,000	2%-3%
SR 79	92–150	3,000–6,000	2%-7%
SR 84	191–195	4,000	7%
SR 87	116–152	3,000–15,000	8%-9%
SR 88	194–201	1,000–7,000	7%-10%
SR 177	136–167	2,000–4,000	2%
SR 188	215–235	2,000	2%
SR 287	117–142	4,000–11,000	6%-9%
SR 288	258–268	100	6%
SR 387	10–15	3,000	7%

Source: State of Arizona Highway Performance Monitoring System, 2006

Interstate 10 (I-10) has four through lanes and carries approximately 43,000 vehicles per day (VPD) in the study area. A high proportion of this volume (approximately 28 percent) is truck traffic. I-10 has eight interchanges in the study area, as listed in Table 2.10.

Table 2.10 Existing Interchanges on I-10

Interchange Name	Exit Number
Pinal Airpark Road	232
Red Rock	226
Picacho Peak Road	219
Picacho Highway	212
SR 84 and SR 87	211
Sunshine Boulevard	208
Toltec Road	203
Sunland Gin Road	200

Source: Arizona Department of Transportation State Highway Log, 2006

Regional Framework Study: Central Arizona

PRELIMINARY DRAFT

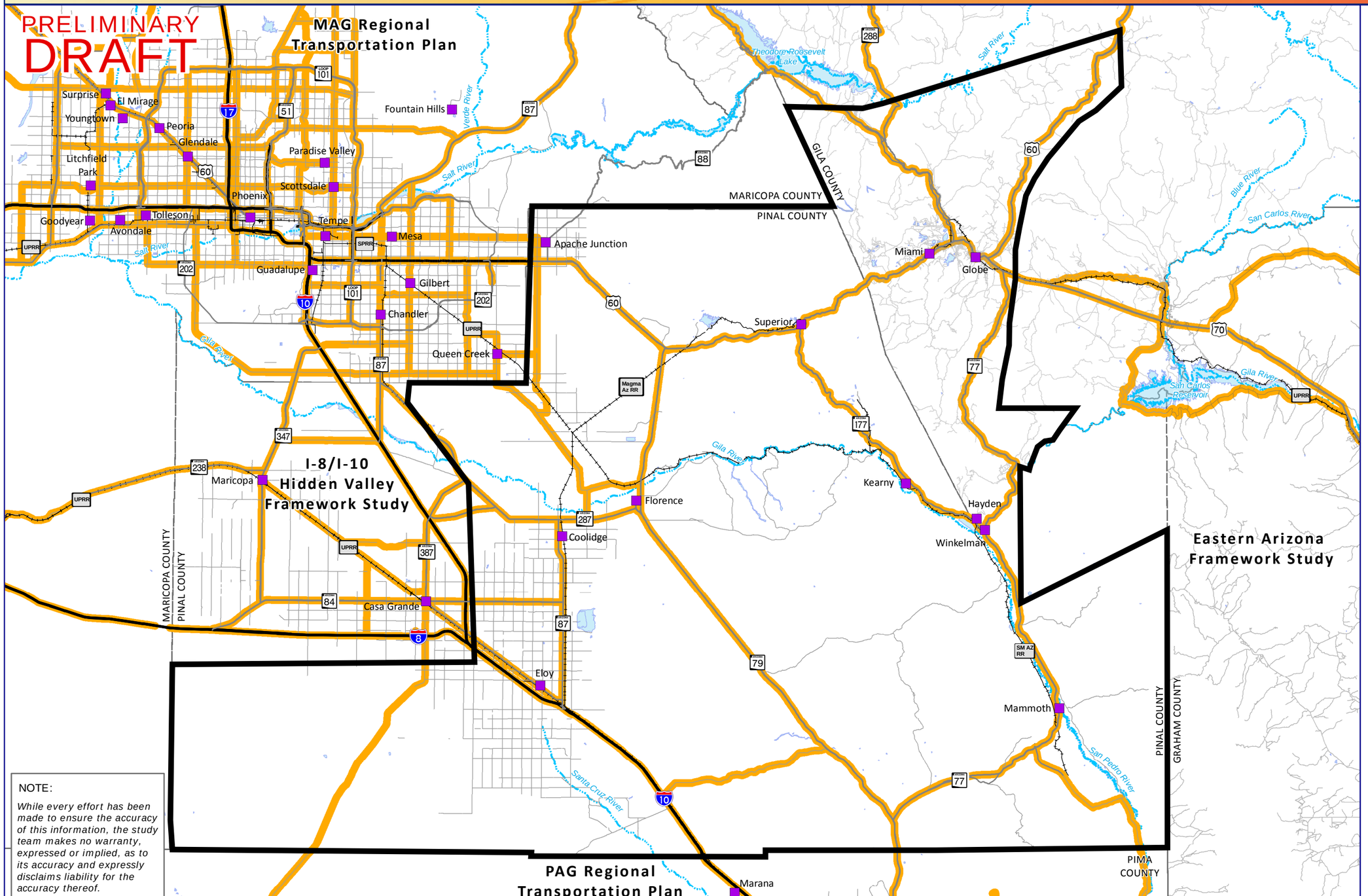

Figure 2-10
Existing Roadway Network

Legend

- City/Town
- Interstate
- Highway
- Road
- Framework Study Model Network
- Railroad
- River
- Lake
- County Boundary
- Study Area Boundary

NOTE:

While every effort has been made to ensure the accuracy of this information, the study team makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

NORTH

0 3 6 12
Miles

Sources: ALRIS 2007, ADOT 2007

May 8, 2008

US 60, which has between two and four through lanes within the study area, provides access to Globe, Miami, Superior and Apache Junction. US 60 is a four-lane divided highway west of Florence Junction, and construction of a four-lane divided section from there to Superior is nearly complete. US 60 between mileposts 214.5 and 240.5 is a designated scenic road, the Gila – Pinal Scenic Road.

Key infrastructure includes bridges at Queen Creek, Bloody Tanks Wash, Pinal Creek (four locations), and McMillen Wash. There is an underpass at SR 177 in Superior. Traffic volumes on US 60 in Gila County range from approximately 3,000 VPD north of US 70 to 21,000 VPD in the Globe area. In Pinal County, traffic volumes range from 7,000 VPD to 40,000 (between Apache Junction and the Maricopa/Pinal County boundary.) In general, truck percentages vary from two to four percent of total traffic, with the exception of the segment between Apache Junction and the Maricopa/Pinal county boundary, where trucks constitute 9 percent of all vehicles.

US 70 provides access from Globe to the southeast part of the state. This route has four through lanes between mileposts 252 and 254 and two lanes elsewhere in the study area. Key infrastructure includes an underpass for the Arizona Eastern Railroad. Traffic on US 70 is approximately 8,000 VPD in the study area.

SR 77 provides access to the eastern part of Pinal County. It intersects SR 177 at its southern terminus and serves to Mammoth, Winkelman and Globe. Key infrastructure includes bridge crossings at the San Pedro River, Zapata Wash, Aravaipa Creek, Gila River, and other washes, including Dodson Wash, Pfister Wash, Eskiminzin Wash, Roach Wash, and Dripping Springs Wash. A traffic interchange is located at Exit 109 (Redington Road).

SR 77 has two to four through lanes within the study area boundaries. SR 77 in Pinal County carries from 4,000 to 12,000 VPD between the Pima County boundary and Mammoth. In Gila County traffic on SR 77 is low-–roughly 2,000 VPD.

SR 79 provides access to central Pinal County. This route serves Florence and connects to US 60 at its northern terminus and SR 77 at its southern terminus. SR 79 has two through lanes throughout most of its length. Key infrastructure includes bridges at the Big Wash, Cadillac Wash, Brady Wash, Gila River, Central Arizona Project (CAP) canal, and unnamed washes at mileposts 137.75 and 145.89. There is a grade-separated traffic interchange at US 60. At its junction with SR 77, traffic volumes on SR 79 are approximately 3,000 VPD. At its north end, near junction with US 60, traffic volumes are approximately double this amount. There are two “Y” junctions along SR 79 in Florence. They are junction SR 79 with SR 79B and SR 79B with SR 287 in Florence.

SR 87 provides access from Picacho through the Gila River Indian Community and the Coolidge area to Chandler in Maricopa County. Key infrastructure includes bridges at the CAP Canal, McClennan Wash (two locations), Pima Lateral Canal, High Line Canal, Santa Cruz Wash, and Gila River. Traffic volumes on this route range between 3,000 and 15,000 VPD, with the highest occurring near Coolidge. Truck traffic is relatively high, ranging between 8 and 9 percent of total traffic. SR 87 has four through lanes between Martin Road and Ruins Drive, and two through lanes elsewhere.

SR 88 links US 60 with SR 188. It serves the communities of Apache Junction and Roosevelt. SR 88 has two through lanes between Lost Dutchman Drive and the Maricopa County border and the cross-section varies from two to four through lanes between US 60

and Lost Dutchman Drive. Traffic on SR 88 is approximately 1,000 VPD near the Maricopa County boundary and 7,000 between Apache Junction and Mountain View Road.

SR 177 provides access between Superior and Winkelman. SR 177 has two through lanes throughout most of its length, except a four-lane section near the junction of SR 77 in Winkelman. Major structures include an overpass at US 60.

SR 188 provides access from Globe to Roosevelt and the Payson area. SR 188 has a cross-section that varies from two to four through lanes.

Major infrastructure includes bridges over the following washes: Miami, Murray, Devore, Sandy Blevins, Wilson, Apprentice, and Quail Springs. Bridges also span two creeks, Pinto Creek and Campaign Creek.

SR 287 in the study area is an east-west route between I-10 and SR 87. At SR 87, the route turns north and is signed as both SR 287 and SR 87. These routes overlap for approximately 8.6 miles. This north-south roadway segment continues to SR 87 near the northern boundary of Coolidge. At this point, the route turns east and continues to SR 79. There is an overpass at the Union Pacific Railroad tracks at milepost 135.02.

SR 287 has two to four lanes. Traffic volumes on this route vary between approximately 4,000 and 11,000 VPD. Truck traffic is 6 to 9 percent of the total.

SR 288 is a two-lane facility which provides access from SR 188 north to the community of Young. Traffic volumes on this road are low, approximately 100 vehicles per day. Truck traffic comprises approximately 6 percent of total traffic. Bridge structures are located across the Salt River, the Poison Springs Wash, and the Griffin Wash.

SR 288 between mileposts 257.7 and 311 is a designated scenic road, the Desert to Tall Pines Scenic Road.

SR 387 is a two-lane facility that provides a link between SR 187, I-10 and SR 87. It traverses the Gila River Indian Community. There are no structures on the study area segment.

2.4.2 Other Principal Arterial Roadways

Data and information about other study area principal arterials roadways are listed in Table 2.11. Table 2.11 shows annual average daily traffic (AADT) and average daily percent trucks.

The highest average AADT occurs on Apache Trail, Gantzel Road, Ocotillo Road, Old West Highway, and Superstition Boulevard. Traffic volumes on these routes range from 10,800 to 13,900 vehicles per day.

Truck percentages, where shown, range from 7 percent to less than 1 percent of total traffic. For 31 of the 44 roadways listed below, no data was available on percent trucks.

Table 2.11 Other Principal Arterial Roadways

Road	AADT (vehicles)	Average Daily Percent Truck
Apache Trail	14,000	-
Arizona Farms Rd	1,600	-
Attaway Rd	3,800	-
Bartlett Rd	1,700	-
Battaglia Dr	2,400	3%
Bella Vista Rd	1,100	-
BIA 015	2,500	3%
Cactus Forest Rd	1,200	3%
Casa Grande-Picacho Hwy	5,200	6%
Chuichu Rd	2,500	-
Combs Rd	8,000	-
Coolidge Ave	3,500	-
Eleven Mile Corner Rd	2,600	1%
Ellsworth Ave	1,400	-
Felix Rd	1,100	-
Florence-Kelvin Hwy	900	-
Frontier St	5,200	6%
Gantzel Rd	13,400	-
Goldfield Rd	1,700	7%
Hunt Hwy	7,000	-
Ironwood Dr	18,800	-
Judd Rd	1,300	-
Kenilworth Rd	1,600	<1%
MacRae Rd	4,600	-
Martin Rd	2,900	6%
Ocotillo Rd	10,800	-
Old West Hwy	12,900	7%
Overfield Rd	5,300	-
Park Link Dr	300	-
Quail Run Ln	900	-
Redington Rd	300	-
Schnepf Rd	3,700	-
Selma Hwy	700	-
Shedd Rd	1,100	3%
Skousen Rd	8,000	-
Skyline Dr	2,900	-
Sunland Gin Rd	4,400	-
Sunshine Blvd	3,000	-
Superstition Blvd	13,200	-
Toltec Hwy	2,800	-
Vah Ki Inn Rd	2,700	1%
Valley Farms Rd	1,000	-
Veterans Memorial Blvd	2,400	<1%
Woodruff Rd	5,400	-

Source: State of Arizona Highway Performance Monitoring System, 2006

2.4.3 Study Area Roadway Functional Classification Systems

The study area roadway functional classification systems are based on Functional Classification Maps approved by FHWA on March 21, 2005. Roadways with the functional classifications listed in Table 2.12 are addressed in this study. The functional classification of study area roadways is depicted in Table A-1, Appendix A. Table A-1 includes information for arterials and major collectors in the study area.

Table 2.12 Study Area Roadway Functional Classifications

Rural		Urban	
Code	Description	Code	Description
1	Principal Arterial – Interstate	11	Principal Arterial – Interstate
2	Principal Arterial – Other	12	Principal Arterial - Other Freeway and Expressway
6	Minor Arterial	14	Principal Arterial – Other
7	Major Collector	16	Minor Arterial

Source: State of Arizona Highway Performance Monitoring System, 2006

2.4.4 Existing Traffic Volumes and Percent Trucks

Annual Average Daily Traffic (AADT) Volumes and percent trucks on the state highway facilities within the study area are summarized in Table 2.13.

Table 2.13 Study Area ADT & Percent Trucks

Agency	Community	From	To	AADT	Year	Percent Trucks
US-70 - Gila County						
ADOT	Globe	US-60	M258+0.86	7911	2005	2.3%
ADOT	Rural	US-70	M286+0.42	3023	2005	4.1%
ADOT	Globe	Mill St	US-70	20918	2005	3.2%
ADOT	Miami	M240+0.88	Mill St	8471	2005	2.0%
ADOT	Miami	Gila/Pinal County Boundary	M240+0.88	6802	2005	2.0%
US-60 - Pinal County						
ADOT	Rural	M227+0.60	Gila/Pinal County Boundary	6802	2005	2.0%
ADOT	Superior	M223+0.48	M227+0.60	8572	2005	2.0%
ADOT	Rural	The View Blvd	M223+0.48	11533	2005	3.4%
ADOT	Apache Junction	Maricopa / Pinal County Boundary	The View Blvd	39489	2005	9.4%
SR-77 - Gila County						
ADOT	Rural	M145+0.29	US-70	1617	2005	3.0%
ADOT	Winkelman	Gila/Pinal County Boundary	M145+0.29	2295	2005	2.7%

Table 2.13 Study Area ADT & Percent Trucks (cont.)

Agency	Community	From	To	AADT	Year	Percent Trucks
SR-77 - Pinal County						
ADOT	Winkelman	M120+0.44	Gila/Pinal County Boundary	3650	2005	2.0%
ADOT	Mammoth	Mammoth Boundary	M120+0.44	3958	2005	2.0%
ADOT	Rural	Pima/Pinal County Boundary	Mammoth Boundary	11872	2005	3.0%
SR-288 - Gila County						
ADOT	Rural	SR-188	M268+0.01	93	2005	6.0%
SR-188 - Gila County						
ADOT	Rural	US-60	M242+0.00	1711	2005	2.0%
SR-177 - Gila County						
ADOT	Hayden	SR-77	Gila/Pinal County Boundary	3510	2005	2.0%
SR-177 - Pinal County						
ADOT	Superior	M150+0.57	Heiner Dr	1854	2005	2.0%
ADOT	Kearny	Gila/Pinal County Boundary	M150+0.57	2293	2005	2.0%
SR-88 - Pinal County						
ADOT	Rural	Mountain View Rd	Maricopa/Pinal County Boundary	979	2005	9.6%
ADOT	Apache Junction	US-60 Exit 196 A-Ramp	Mountain View Rd	6551	2005	7.3%
SR-87 - Pinal County						
ADOT	Rural	SR-287	SR-87	6984	2005	9.3%
ADOT	Coolidge	Martin Rd	SR-287	15057	2005	8.3%
ADOT	Coolidge	M127+0.93	Martin Rd	6330	2005	8.0%
ADOT	Rural	M115+0.77	M127+0.93	3394	2005	8.7%
SR-84 - Pinal County						
ADOT	Eloy	Battaglia Dr	I-10	3887	2005	7.4%
SR-79B - Pinal County						
ADOT	Florence	SR-79	SR-79	6048	2005	5.8%
SR-79 - Pinal County						
ADOT	Rural	M136+0.39	M150+0.28	5494	2005	6.5%
ADOT	Florence	M130+0.08	M136+0.39	5247	2005	4.8%
ADOT	Rural	SR-77	M130+0.08	3133	2005	2.0%
SR-387 - Pinal County						
ADOT	Rural	M010+0.80	SR-87	2791	2005	6.5%

Table 2.13 Study Area ADT & Percent Trucks (cont.)

Agency	Community	From	To	AADT	Year	Percent Trucks
SR-287 - Pinal County						
ADOT	Florence	Adamsville Rd	SR-79B	8335	2005	5.8%
ADOT	Coolidge	SR-87	Adamsville Rd	11078	2005	6.3%
ADOT	Rural	M122+0.50	SR-87	4350	2005	7.0%
ADOT	Casa Grande	233+00	M122+0.50	8044	2005	8.7%
I-10 - Pinal County						
ADOT	Marana	I-10 Exit 232 Crossing	Pima/Pinal County Boundary	42049	2005	30.9%
ADOT	Rural	I-10 Exit 211 Crossing	I-10 Exit 232 Crossing	42122	2005	30.9%
ADOT	Eloy	Casa Grande Boundary	I-10 Exit 211 Crossing	42758	2005	25.6%

Source: State of Arizona Highway Performance Monitoring System, 2006

2.4.5 Existing and Proposed Major Bridges and Structures

Existing major bridges and structures on state highways and principal arterials in the study area are summarized in Table 2.14. The federal definition states that highway structures spanning or having a combined span of at least 20 feet are classified as bridges.

Table 2.14 also lists bridge sufficiency ratings obtained from the ADOT Bridge Group. The result of the bridge sufficiency formula is a percentage in which 100 percent represents an entirely sufficient bridge and zero percent represents an entirely insufficient or deficient bridge. The sufficiency rating is never less than 0 or more than 100. For structures that are classified as “functionally obsolete” or “structurally deficient” the letter “F” or “S” follows the rating number. Federal regulations dictate that every bridge must be inspected every two years.

States annually submit to the FHWA all of the required information for each bridge. The FHWA uses these numbers to determine the sufficiency rating. Many factors are included in the ratings. The sufficiency rating does not necessarily indicate a bridge’s ability to carry traffic loads. It does help determine which bridges may need repair or replacement. A bridge’s sufficiency rating affects its eligibility for federal funding for maintenance, rehabilitation, or replacement activities. For bridges to qualify for federal replacement funds, they must have a rating of 50 or below. To qualify for federal rehabilitation funding, the rating must be 80 or below.

Twelve bridges in the study area have a sufficiency rating lower than 80. Three of these have a sufficiency rating lower than 50: the Cadillac Wash Bridge on SR 79 at milepost

101.89, the Queen Creek Bridge on US 60 at milepost 227.71, and the Pinto Creek Bridge on US 60 at milepost 238.25.

Table 2.14 Existing Major Bridges

Route	Milepost	Bridge Name	Year Built	Max. Span Length (feet)	Bridge Roadway Width (feet)	Sufficiency Rating (%)	
Abbreviations: EB: eastbound WB: westbound TI: traffic interchange							
I-10	200.12	Sunland Gin Rd TI Underpass	1965	110	29.9	88.1	
I-10	203.84	Toltec Rd TI Underpass	1989	132	68	98.0	
I-10	204.51	Santa Rosa Canal Bridge	1986	68	42	96.5	
I-10	205.45	Battaglia Rd Underpass	1963	92	26	85.7	F
I-10	207.17	Alsdorf Rd Underpass	1965	92	26	91.8	F
I-10	208.79	Sunshine Blvd TI Underpass	1965	88	40	79.0	F
I-10	209.85	Drain Channel Bridge	1965	30	37.9	95.5	
I-10	210.97	SR 84 TI Overpass	1964	39	37.9	93.0	F
I-10	211.34	Picacho 5th St Overpass EB	1964	38	55.1	94.4	
I-10	211.34	Picacho 5th St Overpass Westbound	1964	38	37.8	93.4	
I-10	212.21	E Picacho TI Overpass	1964	44	37.9	95.2	
I-10	219.85	Picacho Peak TI Overpass	1960	25	38	94.0	F
I-10	226.45	Red Rock TI Underpass	1959	79	26	91.4	
US 60	195.39	Ironwood Dr TI Overpass	1990	160	115.8	94.0	F
US 60	196.41	Idaho Rd TI Overpass	1990	155	115.8	96.0	
US 60	197.41	Tomahawk Rd TI Overpass	1991	155	115.8	94.0	F
US 60	198.4	Goldfield Road TI Overpass	1990	155	115.9	92.4	F
US 60	210.83	Queen Creek Bridge WB	1964	60	30	82.0	
US 60	210.83	Queen Creek Bridge Eastbound	1990	98	42	99.2	
US 60	212.17	US 60 Overpass	2003	100	42	97.9	
US 60	222.25	Queen Creek Bridge	1947	67	30	62.7	
US 60	226.85	Route 177 TI Underpass	1955	47	43	94.7	
US 60	227.71	Queen Creek Bridge	1949	381	30	39.0	S

Table 2.14 Existing Major Bridges (cont.)

Route	Milepost	Bridge Name	Year Built	Max. Span Length (feet)	Bridge Roadway Width (feet)	Sufficiency Rating (%)	
US 60	232.49	Devils Canyon Bridge	1941	49	34.3	80.7	
US 60	238.25	Pinto Creek Bridge	1949	371	30	45.5	
US 60	250.34	Central School Pedestrian Overpass	1981	97	8	None	
US 60	250.9	Globe Viaduct	1977	131	60	91.7	
US 60	251.27	Globe School Pedestrian Overpass	1962	77	5	None	
SR 77	109.15	San Manuel Overpass	1957	45	40	79.0	F
SR 77	109.27	San Manuel RR Overpass	1957	60	40	70.0	
SR 77	115.38	Tucson Wash Bridge	1960	65	45.8	88.9	
SR 77	115.75	San Pedro River Bridge	1961	96	31.6	80.8	
SR 77	123.52	Aravaipa Creek Bridge	1953	63	26	69.4	F
SR 77	130.3	Eskiminzin Wash Bridge	1965	55	42.5	93.0	
SR 77	134.58	Gila River Bridge	1965	125	30.3	76.7	
SR 77	147.65	Dripping Springs Bridge	1953	62	26.2	78.8	
SR 79	101.89	Cadillac Wash Bridge	1939	50	28	42.9	
SR 79	132	US 79 CAP No. 1 Bridge	1983	78	61	97.2	
SR 79	132.62	Casa Grande Canal Bridge	1961	56	40	97.3	
SR 79	135.54	Gila River Bridge	1957	51	30	64.4	S
SR 79	137.68	SR 79 CAP No 2 Bridge	1983	78	45	94.4	
SR 84	190.29	Santa Rosa Canal	1986	70	44	95.4	
SR 87	119.88	Santa Rosa Canal	1986	70	44	96.8	
SR 87	134	Coolidge Pathway Pedestrian Bridge	2005	70	10	None	
SR 177	152.28	Mineral Creek Bridge	1962	78	32.1	90.2	
SR 188	217.02	Miami Wash Bridge	1975	76	44	93.5	
SR 188	222.45	Murray Wash Bridge	2002	101	43.3	97.8	
SR 188	225.63	Devore Wash Bridge	2005	127	44	83.9	
SR 188	228.51	Sandy Blevens Wash Bridge	2005	108	52	83.9	
SR 188	229.27	Wilson Wash Bridge	2005	121	52	83.9	
SR 188	229.92	Apprentice Wash Bridge	2005	94	52	83.9	
SR 188	231.27	Quail Springs Wash Bridge	2005	133	52	83.9	
SR 188	232.86	Pinto Creek Bridge	1972	75	44	83.9	

Table 2.14 Existing Major Bridges (cont.)

Route	Milepost	Bridge Name	Year Built	Max. Span Length (feet)	Bridge Roadway Width (feet)	Sufficiency Rating (%)	
SR 188	234.8	Campaign Creek Bridge	1972	73	44	83.9	
SR 287	134.86	Coolidge RR Overpass	1999	69	43.3	96.6	
SR 288	258.5	Poison Springs Wash Bridge	2005	93	44	93.5	
SR 288	262.44	Salt River Bridge	1920	215	18.2	78.2	F

Source: Arizona State Highway System Bridge Record, March 2007

Proposed bridge improvements listed in the *Arizona State Transportation Improvement Program (STIP)*, *2008-2011* and a bridge project that is contained in the *Florence Capital Improvement Program* are summarized in Table 2.15.

Table 2.15 Proposed Bridge Improvements

Road	River	Current Lanes	Future Lanes	Added Lanes	Current Conditions	Action	Cost ($000)
US 70, Railroad Overpass to Junction SR 77	N/A	N/A	N/A	N/A	N/A	Design programmed 2008, construction programmed 2011	$4,590 (design and construction)
Kelvin Highway Bridge Replace-ment	N/A	N/A	N/A	N/A	N/A	Florence Capital Improvement Program, 2008-2011	$1,364

N/A - Information not available
Sources: Arizona State Transportation Improvement Program (STIP), 2008-2011; Florence Capital Improvement Program

2.4.6 Railroad Grade Crossings

Table 2.16 shows the locations of at-grade railroad crossings on state highways and other principal arterials in the study area. This data was obtained from ADOT Railroad Section.

Table 2.16 Railroad Grade Crossings

CROSSING LOCATION		RAILROAD MP	CROSSING TYPE
ROAD NAME	FROM		
Gantzell Rd (Vineyard Rd)	Empire Dr	944	Public At Grade
Sunland Gin Rd	SR 84	925	Public At Grade
Toltec Rd	Frontier St (SR 84)	929	Public At Grade

Table 2.16 Railroad Grade Crossings (cont.)

CROSSING LOCATION		RAILROAD MP	CROSSING TYPE
ROAD NAME	FROM		
Houser Rd	SR 84	930	Public At Grade
Battaglia Rd	SR 84	932	Public At Grade
Arizona Farms Rd	Attaway Rd	951	Public At Grade
Bella Vista Rd	Hunt Hwy	947	Public At Grade
Arizona Farms Rd	Hunt Hwy	951	Public At Grade
Hunt Hwy (@ Magic Ranch)	Arizona Farms Rd	953	Public At Grade
Storey Rd	SR 87	968	Public At Grade
Steele Rd	SR 87	969	Public At Grade
Cornman Rd	SR 87	972	Public At Grade
Hanna Rd	SR 87	973	Public At Grade
Arica Rd	SR 87	974	Public At Grade
Shedd Rd	SR 87	975	Public At Grade
Houser Rd	SR 87	976	Public At Grade
Battaglia Rd	SR 87	977	Public At Grade
Alsdorf Rd	SR 87, Sunshine Boulevard	978	Public At Grade
Milligan Rd	SR 87	979	Public At Grade
BIA131	SR 87, MP 154.99	941	Public At Grade
San Tan Day School Rd	SR 87, MP 153.99	942	Public At Grade
Spur Industries Inc Rd	SR 87, MP 153.99	942	Public At Grade
Industrial Park Entrance Rd	SR 87, MP 153.99	943	Public At Grade
11 Mile Corner Rd	SR 84	932	Public At Grade
Main St	Frontier St (SR 84)	933	Public At Grade
Sunshine Blvd	Frontier St (SR 84)	934	Public At Grade
La Palma Rd	SR 84	935	Public At Grade
Picacho Blvd	I 010	939	Public At Grade
Park Link Dr	I 010	950	Public At Grade
Missle Base Rd	I 010	956	Public At Grade
Riggs Rd	Rittenhouse Rd	942	Public At Grade
Broad St	Carico St	1221	Public At Grade
Cottonwood St	Broad St	1222	Public At Grade
Sycamore St	Pine St	1222	Public At Grade
Cedar St	Pine St	1222	Public At Grade
Mesquite St	Pine St	1222	Public At Grade
Hackney Av	Willow St	1222	Public At Grade
Murphy St	Mill St	1222	Public At Grade
US 60, Mp 246.98	SR 88	1230	Public At Grade
Old Oak St	Railroad Av	1230	Public At Grade
Pineway St (3rd St)	Railroad Av	1230	Public At Grade
Grover Canyon Rd	Railroad Av	1230	Public At Grade
Calle De Loma Rd(Hill St	US 60	1231	Public At Grade
Marion Canyon Rd	US 60	1231	Public At Grade
Latham Blvd	Alterest Av	1232	Public At Grade

Table 2.16 Railroad Grade Crossings (cont.)

CROSSING LOCATION		RAILROAD MP	CROSSING TYPE
ROAD NAME	FROM		
Golf Course Rd	SR 177	1002	Public At Grade
Florence-Kelvin Hwy	SR 177	987	Public At Grade
SR 79, MP 136.27	Hunt Hwy	959	Public At Grade
Felix Rd (Clemans-Felix)	Hunt Hwy	954	Public At Grade
Old Tiger Rd (E)	Hetzel Rd	22	Public At Grade
SR 77, MP 112.35	Hussy St	22	Public At Grade
Kelvin Connector	Florence-Kelvin Hwy	1	Public At Grade
SR 177, MP 152.18	Florence-Kelvin Hwy	2	Public At Grade
US 60, MP 245.22	Marion St	1231	Public At Grade
Marion St	US 60, MP 245.22	1231	Public At Grade

Source: Arizona Department of Transportation Railroad Section GIS

2.5 EXISTING PUBLIC TRANSPORTATION

This section describes existing public transportation services in the study area. Data on the public transportation systems was obtained from the *FY 2007 Section 5311 Rural Public Transportation Program Annual Report*, the *Gila County Small Area Transportation Study* and the *Pinal County Small Area Transportation Study*.

2.5.1 Local and Regional Transit Systems

The transit services operating in the study area include the Cobre Valley Community Transit Program in Miami and the Cotton Express in Coolidge. Data on these services is summarized in Table 2.16 and depicted in Figure 2-10.

The Cobre Valley Community Transit program operates a demand response, curb-to-curb service in the town of Miami the city of Globe and surrounding areas of unincorporated Gila County. Services are available Monday through Friday starting at 6:00 a.m. and ending at 4:00 p.m.

The Cotton Express operates in the city of Coolidge. Buses are accessible to the disabled and their drivers are fully trained to render assistance to their "special needs" passengers. All the buses are equipped with wheelchair lifts and "built-in" car seats for youngsters under the age of five. The Cotton Express Deviated Route Bus runs Monday through Friday from 7:30 a.m. to 5:30 p.m. There are 46 scheduled stops placed throughout the City, all of which are served at least once every hour, with all major businesses served twice an hour. While most homes are located within two blocks of a bus stop, the bus will deviate for dial-a-ride eligible passengers. There is also a dial-a-ride that is described in Section 2.5.2.

2.5.2 Special Needs Transportation Services

The Cotton Express dial-a-ride in Coolidge operates Monday through Friday from 9:00 a.m. until 4:00 p.m. It is a curb-to-curb service for special needs passengers: persons over age of 55 or with a disability that prevents them from walking more than two blocks to a bus stop. Most calls for dial-a-ride service are answered within 15 minutes, but during peak